



MD 7 IS CONSIDERED
TO RUN IN A NORTH/
SOUTH DIRECTION.

EXISTING SIGNS

20,22a,22b
Abingdon RD
D3-2 DUAL FACE SIGN
(VAR. X 16")

BE PREPARED
TO STOP
WHEN FLASHING

EXISTING SIGNALS

12" (TO BE REMOVED)
12" (TO BE REMOVED)
19
OPTICOM
DETECTOR EYE

PROPOSED SIGNS

23a,23b
Philadelphia RD
D3-2 DUAL FACE SIGN
(VAR. X 16")

24
SOUTH
MARYLAND
7
24"x51"
SHIELD
ASSEMBLY

25
NORTH
MARYLAND
7
36"x75"
SHIELD
ASSEMBLY

26
NORTH
MARYLAND
7
24"x51"
SHIELD
ASSEMBLY

27
SOUTH
MARYLAND
7
36"x75"
SHIELD
ASSEMBLY

21
SIGNAL AHEAD
PREPARE TO STOP
WHEN FLASHING
W3-3(2), 120"x60"
FLUORESCENT YELLOW

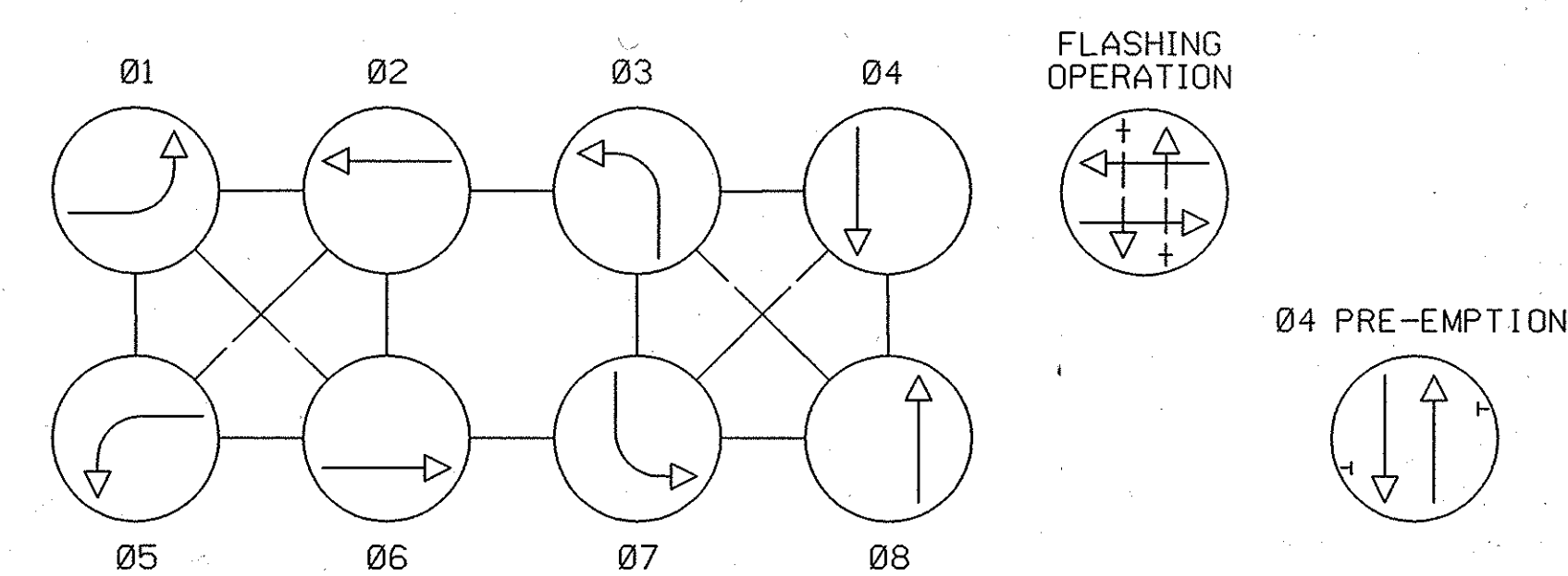
PROPOSED SIGNALS (LED)

1,2
12"
5,8,
11,14
4,7,
10,13
3,6,
9,12
12"/8"

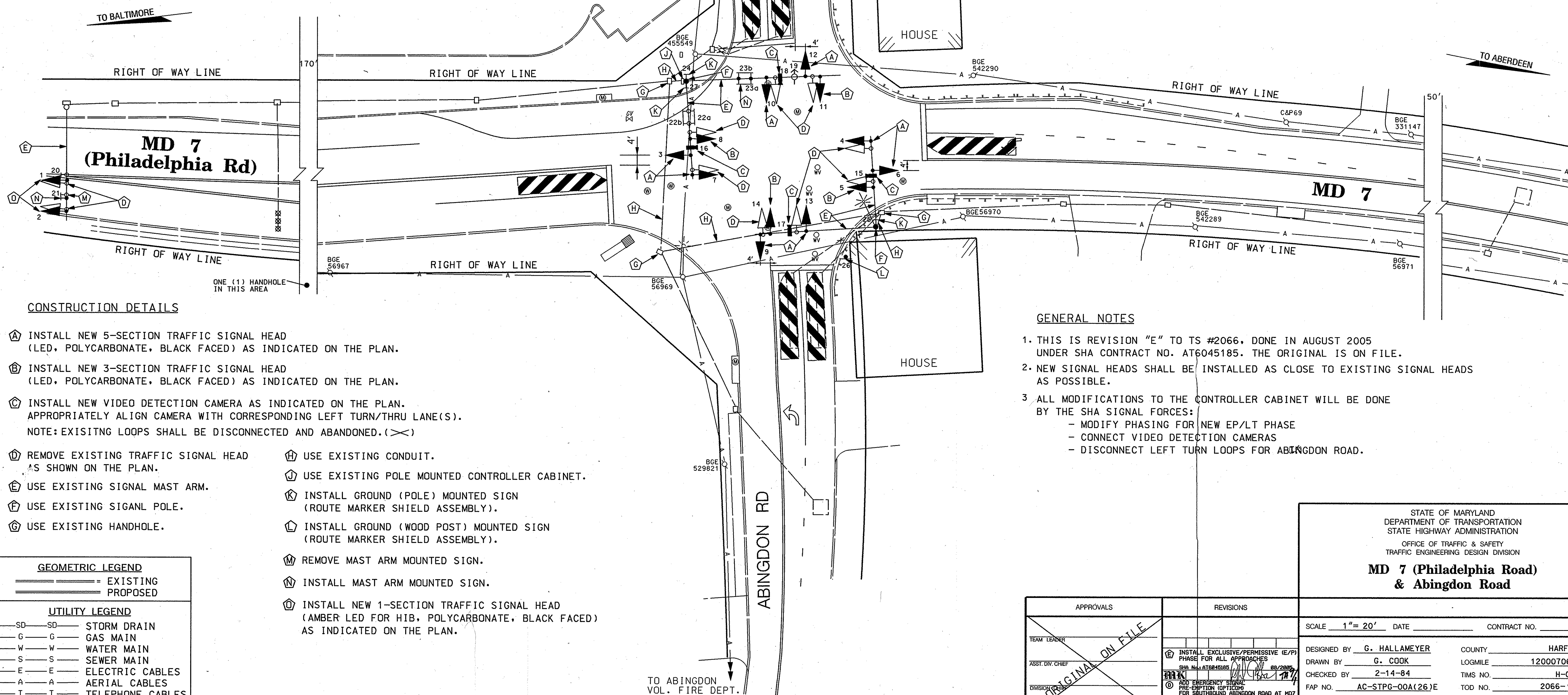
15-18
VIDEO DETECTION
CAMERA

VIDEO CAMERA
DETECTION ZONE

NEMA PHASING



NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

- Ⓐ INSTALL NEW 5-SECTION TRAFFIC SIGNAL HEAD (LED, POLYCARBONATE, BLACK FACED) AS INDICATED ON THE PLAN.
- Ⓑ INSTALL NEW 3-SECTION TRAFFIC SIGNAL HEAD (LED, POLYCARBONATE, BLACK FACED) AS INDICATED ON THE PLAN.
- Ⓒ INSTALL NEW VIDEO DETECTION CAMERA AS INDICATED ON THE PLAN. APPROPRIATELY ALIGN CAMERA WITH CORRESPONDING LEFT TURN/THRU LANE(S). NOTE: EXISTING LOOPS SHALL BE DISCONNECTED AND ABANDONED. (X)

- Ⓓ REMOVE EXISTING TRAFFIC SIGNAL HEAD AS SHOWN ON THE PLAN.
- Ⓔ USE EXISTING CONDUIT.
- Ⓕ USE EXISTING POLE MOUNTED CONTROLLER CABINET.
- Ⓖ USE EXISTING SIGNAL MAST ARM.
- Ⓗ INSTALL GROUND (POLE) MOUNTED SIGN (ROUTE MARKER SHIELD ASSEMBLY).
- Ⓘ INSTALL GROUND (WOOD POST) MOUNTED SIGN (ROUTE MARKER SHIELD ASSEMBLY).
- Ⓜ REMOVE MAST ARM MOUNTED SIGN.
- Ⓝ USE EXISTING SIGNAL POLE.
- Ⓞ INSTALL MAST ARM MOUNTED SIGN.
- Ⓟ USE EXISTING HANDHOLE.
- Ⓢ INSTALL NEW 1-SECTION TRAFFIC SIGNAL HEAD (AMBER LED FOR HIB, POLYCARBONATE, BLACK FACED) AS INDICATED ON THE PLAN.

GEOMETRIC LEGEND

— EXISTING
— PROPOSED

UTILITY LEGEND

—SD—SD— STORM DRAIN
—G—G— GAS MAIN
—W—W— WATER MAIN
—S—S— SEWER MAIN
—E—E— ELECTRIC CABLES
—A—A— AERIAL CABLES
—T—T— TELEPHONE CABLES
—F—F— FIBER-OPTIC

GENERAL NOTES

1. THIS IS REVISION "E" TO TS #2066, DONE IN AUGUST 2005 UNDER SHA CONTRACT NO. AT6045185. THE ORIGINAL IS ON FILE.
2. NEW SIGNAL HEADS SHALL BE INSTALLED AS CLOSE TO EXISTING SIGNAL HEADS AS POSSIBLE.
3. ALL MODIFICATIONS TO THE CONTROLLER CABINET WILL BE DONE BY THE SHA SIGNAL FORCES:
 - MODIFY PHASING FOR NEW EP/LT PHASE
 - CONNECT VIDEO DETECTION CAMERAS
 - DISCONNECT LEFT TURN LOOPS FOR ABINGDON ROAD.

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 7 (Philadelphia Road) & Abingdon Road

APPROVALS		REVISIONS	
TEAM LEADER		1. INSTALL EXCLUSIVE/PERMISSIVE (E/P) PHASE FOR ALL APPROACHES	
ASST. DIR. CHIEF		2. ADD EMERGENCY SIGNAL PRE-EMPTION OPTICOM FOR SOUTHWEST ABINGDON ROAD AT MD7	
DIVISION CHIEF		3. SHA #418525185	
OFFICE DIRECTOR		4. SHA #418525185	

DESIGNED BY G. HALLAMEYER
DRAWN BY G. COOK
CHECKED BY 2-14-84
FAP NO. AC-STPG-00A(26)E
TS NO. DRAWING OF SHEET NO. 1 OF 2

SCALE 1"= 20' DATE CONTRACT NO.
COUNTY HARFORD
LOGMILE 12000706.16
TIMS NO. H-084
TOD NO. 2066-0

BY: Mkabengele